encourage private participation in Railwnys to improve rail services; and

(b) if so, the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) A scheme called "Own Your Wagon" has been launched under which customers can own their wagons and get guaranteed supply of wagons for loading and also freight rebate.

Renovation of Railway Stations in Punjab

2984. SHRI VIRENDRA KATARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to renovate railway stations in Punjab in near future; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) Does not arise.

Electrification in the Railways

2985. SHRI IQBAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the targets set for the electrification during the Eighth Five Year Plan;

(b) the details of the projects to be undertaken during the Eighth Five Year Plan;

(c) whether all the trunk routes are proposed to be electrified by the end of the Eighth Five Year Plan; and

(d) if so, the details therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) 3500 Kms.

(b) The electrification of the following sections has been sanctioned during 1992-93 & 1993-94, viz. the first two years of the VIII Plan:

1. Erode-Palghat-Ernakulam (including Cochin Harbour Terminus)
2. Renigunta-Guntakal-Hospet
3. Ambala-Moradabad
4. Chandil-Muri-Barkakana
5. Jamadoba-Mohuda
6. Vijayawada-Visakhapatnam (including Samalkot-Kakinada)
7. Bandel-Katwa
8. Adra-Midnapur

As regards inclusion of other projects for electrification during the remaining years of VIII Plan, the same will be done through the annual works programmes depending on the eligibility of the projects and availability of resources.

(c) No, Sir.

(d) Does not arise.

Constitution of Directorate of Education in Railway Organisation

2986. SHRI RAM RATAN RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rickey Commission had suggested constitution of Directorate of Education in Railway Organisation on the pattern of central schools; and

(b) by when it is going to be implemented, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) No, Sir.

(b) Does not arise.

Funds Crunch Hits ICF Modernisation

2987. SHRI V. GOPALSAMY:
SHRI J. S. RAJU:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to news-item "Fund Crunch Hits ICF Modernisation" appeared in 'Indian Express' dated 20th July, 1993;

(b) if so, whether it is a fact that Rs. 25 crores has held up the modernisation programme of ICF for the last two years;

(c) what are the details of the proposed modernisation programme and it was submitted by ICF administration to the concerned and also the action taken by the both in this regard;

(d) what had been the fixed target for manufacture of railway coaches by various coach factories and other during the last three years, year-wise figures, coach factory and agency-wise figures;

(e) out of the fixed targets, how many coaches were manufactured by each of these

agencies during the last three years, year and agency/factory wise figures;

(f) what is the estimated demand of railway coaches every year;

(g) what steps are being taken to release the amount required for modernisation of ICF; and

(h) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) No, Sir. Integral Coach Factory, Madras has been modernised recently and as such there is no proposal for further modernising the same at present. The proposal for expansion of capacity of ICF to 1150 coaches & EMUs per year has been reviewed and has not been considered essential in view of the present capacity for production of coaching stock being adequate to meet the Railway's current requirements.

(c) Does not arise.

(d) and (e) The target and actual production of passenger coaches and Electrical Multiple Units, Unit and Year-wise figures for the last three Years for Railway and Public Sector Factories is as follows :

	ICF		RCF		BEML		JESSOP	
Year	T	A	T	A	T	A	T	A
1990-91	1000	1013	500	600	400	450	172	110
1991-92	1000	1016	750	915	350	375	197	129
1992-93	1035	1023	1000	1115	350	400	161	121

T = Target A = Actual

(f) Demand estimation for coaches is done only for a 5 year plan. Estimate of 12080 coaches and Electrical Multiple Units has been made for VIII Plan.

(g) and (h) Do not arise.

Direct Train Between Bombay and Tirunelveli/ Madurai

2988. SHRI S. VIDUTHALAI VIRUMBI : SHRI V. GOPALSAMY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the fact that there are several lakhs of people of Tamil origin presently staying in Bombay from drought prone areas of the southern Tamil Nadu;

(b) whether it is also a fact that there is no direct train between Bombay and Tirunelveli/ Madurai for the benefit of these people in Bombay if they wish to commute;

(c) during the last three years the number of representations Government received in this regard with details thereof;

(d) whether it is a fact that recently a memorandum by local people was forwarded by the local MP to the General Manager, Railways, Bombay;

(e) if so, what are its contents; and

(f) whether any action has been initiated by the Railway Administration to fulfil this long pending demand of Bombay Tamils, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Regular trains are not introduced for any specific section of population. Bombay-Tirunelveli/Madurai passengers can travel with a change-over at Madras.

(c) Representations are received at various levels to Government and therefore, it is not possible to quantify the same.

(d) and (e) Yes, Sir. Request for direct train between Bombay and Tirunelveli.

(f) Introduction of trains is a continuous process subject to traffic justification, availability of resources and operational feasibility. The present arrangements are considered adequate for the existing level of traffic. At present, there is no proposal for introduction of a direct train between Bombay and Tirunelveli

Inter-City Trains in Bihar

2989. SHRI S. S. AHLUWALIA : Will the